

## The Sun

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## Mr. Roosevelt and the Presidency.

The nomination of Mr. Roosevelt for another term as President by a Democratic speaker at the dinner of the Democratic Croquet Club in Chicago would have been an incident of the highest political importance and significance if anything said by exuberant Western hospitality on such an occasion could be taken in sober seriousness.

It was all the more a compliment of after-dinner oratory because shortly before reaching Chicago Mr. Roosevelt had repeated and reiterated more precisely his public announcement immediately after his last election, that never again and under no circumstances would he be a candidate for President. He took pains to make still more positive his removal of himself from all possible consideration as such a candidate, and to have his decision published to the world. It was flatfooted at first and he has made it even more unmistakable and irrevocable. As he says, there is "no string tied" to his refusal to run again for the office. He has made it as plain as it can be put in words.

His nomination at the Democratic Croquet Club, therefore, was of the nature of an impertinence, amiable as an expression of personal regard though it may have been.

The suggestion was evidently ungrateful to Mr. Roosevelt. It implied an insincerity and an easiness in his frequently reiterated refusal to seek or to accept what would be practically a third term for which there was no shadow of justification. These refusals, voluntarily made and always definite and final, give to THEODORE ROOSEVELT a distinction which entitles him to the honor of the American people for his patriotic determination to preserve the most valuable of the traditions of the Presidential office.

Well meant though it may be, any suggestion that he will depart from his freely and honorably made decision is really an insult to President ROOSEVELT.

## "The Will of the People."

It is the voice of the Hon. LEONIDAS FELIX LIVINGSTON, our friend from the dawn of the Farmers' Alliance and Representative in Congress of the Fifth Georgia district now and for several terms past:

"I make bold to predict that the public will be hounded in the next Congress on the two great subjects in which the public is most interested—tariff revision and railroad rate legislation. Not that the Republican party at large will do it. But I believe that the so-called conservative element will dominate in Congress, especially in the Senate, and prevent the fulfillment of the will of the people."

What is the will of the people about tariff revision? There is a deficit. How shall the hole be filled? By reducing certain tariff schedules so as to induce larger importations and revenue? By increasing the taxes on beer or spirits? By taking free coffee from the "poor man's breakfast table"? The question is one of dollars and cents. Of course, the gentlemen whose toes it is proposed to pinch will howl. Of course, the gentlemen who are paid to believe that any particular protective tariff is the ark of the covenant will uplift protesting hands and yell at the intended blasphemy and outrage.

Will the public be hounded? It usually is; but as yet there is small evidence that the public has made up its mind how the needed additional revenue should be raised.

As to railroad rate legislation, too. Leave out of consideration the Bryan Democrats. They are tickled to find their old ideas borrowed. They hope to embarrass the Republicans. Is the Republican party at large eager for railroad rate revision? Isn't it the fact that Mr. ROOSEVELT's unparalleled popularity is the main strength of the proposals for such regulation? He wants it with all the force, sincerity and ardor of his nature.

Most Republicans had never heard of it until he took it up.

## The Anglo-Japanese Alliance.

The restricted alliance concluded between Great Britain and Japan will expire in 1907, unless notice of renewal is given a year in advance. Is a renewal likely, and if so, on what terms? The question is complicated by the fact that the Liberals are expected shortly to return to power at Westminster.

It will be remembered that the last Liberal Government, headed by Lord ROSEBURY, was partially chargeable with the conflict of interests between Russia and Japan. If the second article of the Shimonoeki treaty had been suffered by the European Powers to remain intact, Japan would have acquired in 1905 not only ascendancy in Korea and possession of the whole of the Liaoting peninsula, but also the Manchurian coast strip running from the lower waters of the Yalu River to the east to the mid-channel of the Liao River on the west. That part of the second article, however, which embodied the cession of the territory just named was reluctantly canceled by Japan in compliance with the species of ultimatum addressed to her by Russia, France and Germany. It is well known that the Mikado, who had at that time on the Asiatic mainland a large and victorious army, would not have yielded to the demand could he have relied on naval support from Eng-

land. This, however, Lord ROSEBURY declined to give.

That this was a grave blunder is now recognized by the Liberals themselves, but they were not fully alive to it at the time when the Unionist Government concluded the existing treaty with Japan, and consequently regarded that agreement with some indifference. Their views have changed materially, however, during the present war. Even Lord ROSEBURY now declares that the treaty must be renewed. As to terms, however, Liberals and Unionists differ widely.

It is certain that the Japanese would like a modification of those clauses of the existing treaty that relate to Korea and Manchuria. Japan is engaged in the moral, intellectual and industrial regeneration of the Korean peninsula, and she naturally does not wish to be hampered by a pledge to respect the sovereignty of the worthless ruler who ostensibly is still enthroned at Seoul. Then, again, the Mikado's advisers want to be relieved from the obligation to uphold China's title to the whole of Manchuria, for they deem themselves clearly entitled by right of conquest to that part of the Liaoting peninsula which was leased by China to Russia, even if they do not insist upon regaining the coast strip which was conveyed to them by the above mentioned article of the Shimonoeki treaty. We presume that both England and the United States will take the position that, while Port Arthur and Dalny belong to their conqueror, Japan's acquisition of the Manchurian seacoast would hardly be reconcilable with the maintenance of the "Open Door" in Manchuria.

There is another question of great importance to Great Britain, as well as to Japan, which apparently will be left to a Liberal Government to consider. The existing treaty binds England to assist Japan only in case the latter country should be attacked by two great Powers at once. The substantial but unavowed assistance rendered by France to Russia's naval operations has brought home to the Tokyo Government the extreme difficulty of proving just when it is entitled to the aid of its ally. The difficulty is emphasized in the present case because Lord LANSDOWN and M. DELCASSÉ seized the opportunity offered by the war in the Far East to settle age-long differences and to enter into a friendly understanding. From that moment it must have been clear to the Mikado's advisers that their ally would regret to see herself called upon for action that must needs bring her into collision with France.

It is patent, indeed, that if M. DELCASSÉ had not contrived to propitiate England during the last fifteen months, he would never have ventured to connive at ROSEBURY'S prolonged sojourn in the waters of Madagascar and of Indo-China. Japan, therefore, convinced that the existing treaty is for her by no means satisfactory, is expected to propose a substitute by which the signatories will be bound to aid one another whenever either is attacked, whether by two Powers or one Power. In pursuance of such an agreement, the British fleet in the Far East would always be at the disposal of the Mikado to repel Russian, or German, or French aggression, while on the other hand the Japanese army would be at the service of the Calcutta Government, should Russia attempt an invasion of British India or of its sphere of influence.

It is needless at this time to enlarge on the possible consequences of such a treaty as the Japanese desire. That England would conclude such a treaty if the Unionists were to remain in office is not improbable. On the other hand, it may be that the Liberals will shrink from assuming responsibilities greatly transcending those incurred by the existing agreement.

## The Socialist Labor Movement.

A call has been issued for delegates of labor organizations to attend the convention of the American Labor Union in Chicago on June 27. This hitherto insignificant and little regarded rival of the American Federation of Labor, of which Mr. GOMPERS is the head and front, has lately become sufficiently active and formidable to attract the notice of Mr. GOMPERS, and to cause him to loosen the stoppers of his vials of wrath. He refers to it as "the organization instituted, officered, and managed by Socialists; the organization that now with other Socialists has called a congress to attempt to destroy the American Federation of Labor and the trade union movement of our country." Mr. GOMPERS gives it the name of "the new movement."

The matter is of more than passing interest and importance. It presents in concrete form a long existing issue in labor unionism and involves a fundamental policy. The Federation of Labor has assumed and maintained a non-political attitude. Its members have been left to vote as they saw fit individually. Its object has been industrial, and not political, unity. The essential difference in the policies of these organizations may be illustrated by quoting the expressions of their leaders. Speaking in San Francisco last November Mr. GOMPERS said: "The only safe course for organized labor to adopt is one of absolute non-commitment to any political party." Speaking in New York in October, as the Social Democratic party's candidate for President, Mr. EUGENE V. DEBS said: "Socialism is the only sane and scientific industrial system, and it will be brought about by the ballot box, which will free us from all the degrading thralldom of the age." Mr. DEBS is reported as one of the bright and shining lights in "the new movement."

Local unions affiliated with the Federation of Labor have not always adhered strictly to the gospel as preached by their great leader, and Mr. GOMPERS and others have sought to influence legislation in the interest of labor. A Member of Congress recently remarked that trade unionism had about one-half of that body "sacred stiff." But the Federation has not, as a united organization, thrown its influence for or against any particular party. It has not, like

Mr. DEBS and his associates, regarded the ballot box as labor's life preserver. The present indications are that the issue of unionism as a factor in politics will become acute at an early day. Mr. GOMPERS sees in the progress of the American Labor Union an effort to "smash" the Federation. He calls upon his followers to get into the Federation fold and to stay there under the banner of "unity, fraternity and solidarity of labor."

But the American Labor Union does not agree with Mr. GOMPERS in his interpretation of those noble words, "unity, fraternity and solidarity." Mr. GOMPERS organizes by special groups, as cigar-makers, hodcarriers, longshoremen, barbers, bakers and plumbers. These bodies affiliate to form central unions, and the whole collection is united as the Federation. The American Labor Union proposes a different system. Its members call themselves "industrialists," while the Federationists are "trade unionists." The "industrialists" favor "the organization of all those engaged in a given industry into one union without regard to the trades to which the various workmen belong." As explained by one of their leaders, they propose, for instance, the organization of "all men employed in any way in iron works, such as molders, or workers, structural iron workers and the like."

Labor appears to have a very pretty quarrel on its hands, and is more than ever a house divided against itself. With its domestic wranglings the public is not directly concerned. The platform for the public in its attitude toward labor was tersely stated by Mr. ROOSEVELT in his message last December, when he said: "All encouragement should be given to any such organization so long as it is conducted with a due and decent regard for the rights of others."

## No Fault on Either Side.

Mr. JEROME, in his remarks to the Court in moving yesterday for the discharge of the woman PATTERSON, used these words:

"The verdict was evidently influenced by the reports in the papers; nevertheless I feel that one has done all that it could do in its attempt to bring this woman to justice."

No indications have appeared that there was any such influence exercised on the jury, or any influence other than the evidence itself. When this woman was first tried there was a like disagreement, and now she is discharged on her own recognizance by the motion of the District Attorney, on the ground that, to use his words, "all the evidence that I have been able to gather has been submitted, and I do not think another trial would result in anything but another disagreement."

That is simply that "all the evidence" which the District Attorney's office could gather for submission to the jury was insufficient to remove from their minds all reasonable doubt of the woman's guilt. Such doubt was in the minds of those who heard or who read the testimony, and disagreement of the jury was inevitable. If the case had never been mentioned in the newspapers the result would have been the same.

Of course when it comes to a conviction of murder a jury is weighted with a heavy sense of responsibility which it will refuse to bear unless it is forced to the verdict by evidence which points unmistakably to guilt. Under the compulsion of the law and of their own consciences jurors give the accused the benefit of doubt as to the sufficiency of circumstantial evidence.

The District Attorney's office made out the strongest case against this woman which it could present. Nor could any prosecution have done better; yet her guilt was made hypothetical only rather than as an inescapable fact. However probable, it was not established beyond peradventure, but only as a theoretical inference.

Sensational newspapers may have passed the bounds of decency in reporting and discussing the case during its trial, but without any such aid from them it would have been a sensation, in New York or in any city of the civilized world, and on the evidence submitted disagreement of juries before whom it was tried would have been as likely to happen in London as in New York.

Mr. JEROME has no reason either to defend his office or to attack anybody because of this result. He made the best case possible to him, and the juries differed conscientiously and reasonably as to it. That is all.

## "A Gentleman" in America.

This is a nonsensical, and, moreover, a purely snobbish question, but we will answer it.

TO THE EDITOR OF THE SUN.—Sir: My friend JONES, who is a very keen observer of social conditions, says that a poor man cannot be a gentleman in America, or, as he puts it: "A rich man is a gentleman—a poor man is simply a plain white." Will THE SUN kindly cast a little light on this grave question? A G.O.

NEW YORK, May 11.

Neither a poor man nor a rich man is or can be a "gentleman" in America, in the sense of the term as used in a monarchical country or under an aristocratic system of society. The word "gentleman" is unknown to our law.

In the sense of expressing moral qualities, the only sense in which it can be used here, the term "gentleman" applies, of course, to every man entitled intrinsically to receive it as a designation of courtesy; but even in that usage it is a term so vague and indefinite that it is not worth talking about.

It may be said, however, never to apply properly to any American who boasts of being a "gentleman" because of any accident of his mere material circumstances, or to any American who is troubled in mind less, on account of them, he should not receive the title. If anybody in America is not a "gentleman" it is his own fault.

Last December we commented on a petition which had been submitted to the Massachusetts Legislature by the New York, Brooklyn and Boston Canal Transportation Company, for the right to open a canal connecting Massachusetts Bay with Long Island Sound. The scheme was somewhat visionary, and now appears to

have been superseded by the revival of an earlier plan.

A few weeks ago the Massachusetts Senate Committee on Harbors and Public Lands reported favorably, by a unanimous vote, upon an application for a charter for the construction of a canal on what is known as the Bass River route. This route, through the towns of Dennis and Yarmouth, the applicants appear as the Massachusetts Ship Canal Company, with a proposed capital of \$6,000,000.

A Cape Cod canal has been a dream and an ambition for more than a century. If the General Court keeps on approving schemes and granting charters, there will come, some day, a grantee who will get to work and dig the ditch.

## PUNISHMENT OF AUTOMOBILISTS

Philosophic Discussion There is Invited by a NUTMEG VANDERBILT.

TO THE EDITOR OF THE SUN.—Sir: I wish to ask for an expression of opinion by police court judges and a ruling of the Supreme Court on the probable effect of fining automobilists for violation of the laws made with reference to automobiles.

Punishment for crime is justifiable and salutary on two grounds: (1) Deterrent in its effects on the criminal and on others, or (2) reformatory of the criminal, or (3) preventive, temporarily or permanently, of a repetition of the crime, or (4) deterrent to the commission of a crime by others. This last would, of course, apply only to imprisonment or capital punishment, and is sensible if not sufficient.

Does imposing a fine of \$10 or \$100 on a man who drives a motor car constitute a deterrent, a reformatory or a preventive act as an adequate penalty? Does it keep him or anybody else from violating the law? Does it reform him into a recognition of the rights of others, or prevent an immediate repetition of the offense?

Of course, the opinion of automobilists—whether owning or law-abiding—will be of value in any discussion; but I believe it would be worth while to hear what Magistrate J. J. Hendon, who has been in the courts as their reason-for, surely, they have a reason—why the owner of an automobile is not deterred from further crime if he is made to pay a very inconsiderable percentage of the cost of the apparatus for frightening and maiming the fellow creature who is injured by it, or set a poor man promptly to jail.

In some States, at least, a violation of "automobile" laws is punishable by imprisonment. Why is it never punished so? I pause for a reply. SIO CURTIS '70.

NEW HAVEN, CONN., May 12.

## In Central Park.

TO THE EDITOR OF THE SUN.—Sir: The space between the two rows of trees in the central part of Fifth Avenue above Fifty-fifth street, which is now occupied by a cement sidewalk and some nasty, dusty gravel, harder than the sidewalk and not nearly so useful, could be reclaimed and made into a driveway, except small space on either side of the trees. This surface could be sodded and planted with flowers and used as a dividing line between uptown and downtown traffic.

The footway for passengers could be built on the west side of the stone wall, inside the park, without the sacrifice of a tree. The few shrubs in the way, being mostly California privet, could be transplanted without loss.

It could be allowed to grow over the present stone wall and the whole made exceedingly beautiful without the sacrifice of one square foot of the people's park.

ALEXANDER M. WESTWOOD.

NEW YORK, May 11.

## The Line and Engineer Corps of the Navy.

TO THE EDITOR OF THE SUN.—Sir: There has been a great deal said about the amalgamation of the Line and Engineer Corps of the navy which took place by act of Congress in 1899, but if the subject is carefully studied it will be seen that it has been a great success.

The Engineer Corps was not established until the standing of the engineer was not degraded, as has been said, for the line officer is now an engineer officer. Those who are not engineers of the navy are not engineers either by birth or by training, and to all the younger ones can easily be given a training which will make them competent. Every commissioned officer doing deck or engine work on a ship should be trained to do both in case part of the complement is killed.

No commanding officer who is not an engineer has the knowledge which will enable him to do the work of the Engineer Corps. Too often do commanding officers, who are not engineers, treat the Engineer Corps as a mere machine, and do not know what can be got out of the machinery and the men of the engineer force. The Engineer Corps is a body of men who should be thoroughly understood. The difficulties of the Engineer Corps are not to be overcome by a superficial knowledge of the subject. The Engineer Corps is a body of men who should be thoroughly understood. The difficulties of the Engineer Corps are not to be overcome by a superficial knowledge of the subject.

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## JAPANESE RAILWAYS.

Some of the railways of Japan are owned by the Japanese Imperial Government and some by private corporations. English financial houses have been willing for several years to make loans on the security of the private railways, but legal difficulties as to mortgaging those properties stood in the way. A law has just been promulgated which removes this obstacle to investment. Under the new law the plants of railways, factories and mines can be mortgaged, as well as their immovable properties. This means that if the railway or factory or mine has to be taken in satisfaction of the debt, it can at once be operated as a working property. Thus its earning capacity is continued to the possible betterment of the debt and interest. Consequently, it is just as safe to loan money on Japanese railways as it is to loan it on American railways. Hence a practically virgin field of railway securities is opened, in a progressive country, to American banks and other investors.

The growth of the Japanese private railways and their borrowing capacity is indicated in the following table, as quoted by the San Trade Journal for April from the Shogin Shimpo of Tokyo. The Japanese yen is converted into American money at 60 cents for the purpose of this exhibit:

Year	Capital	Operating Revenue	Cost of Interest
1894	1,000,000,000	\$5,380,000	\$26,000,000
1895	1,127,000,000	5,700,000	28,500,000
1896	1,260,000,000	6,000,000	31,125,000
1897	1,400,000,000	6,400,000	33,750,000
1898	1,540,000,000	6,800,000	36,375,000